

## N IS DECATHLON CHAMPION

## Victory for the British

## 6-Meters in Second Race

Lea Finishes First, but Visitors Score 20 Points to 16 for American Yachts in Steady Wind on the Sound.

The British team of six motor yachts won the second race of the series yesterday on the Sound, scoring 20 points to 16 by the American boats. The weather conditions were much better than on Saturday. The wind was light but true all day and of from eight to ten miles per hour.

strength. The total score for the two days now is America 42, Britain 36, and the Soviet Union 30. The American victory was made even more certain when the Soviet Union again showed that she is a wonder in light weather and smooth water and but for the sea the British would have won a victory almost as decisive as was the one in the first race. The Soviet Union, Jean, heeling easily under its pressure, footed very fast, and while the sea was still calm, the British yachts were able to get away from L'Esprit. As they neared the mark it was seen that a big change had taken place and the British yacht had taken into second, third and fourth place. The Soviet Union, which was the British yacht so that Grebe might regain her lost position. L'Esprit's effort was futile, for Caryl beat Grebe by just 3 seconds.

To-day's race will be to windward and down-reef, three miles to each leg, sailing freely, and the British yacht will be the favorite.

American victory of Saturday. Three British yachts, Jean, Reg and Carl, were in the order named in the finish. Then came Clytte and L'Esprit, followed by Garry, and Grebe was last.

They sailed twice around a triangular course of six miles, making twelve miles in all. The wind was from the north half west and the first leg of the course was to windward. Lea on this leg was the first to round the mark, followed Reg, the British yacht, by thirty-nine seconds. Running with spinnaakers

four places and were making a strong bid for the race. The times taken at the marks were: Lea, 3:05.29; Reg, 3:05.92; Clytte, 3:06.40; L'Esprit, 3:06.55; Grebe, 3:07.44.

They carried spinnaaker again on this leg and Lea was able to improve her lead. The lights and Garry began to overhail Grebe. The times at the mark were: Lea, 3:24.19; Collia, 3:25.29; Jean, 3:25.19; Reg, 3:26.29; Grebe, 3:27.44; L'Esprit, 3:27.49; Garry, 3:27.44; Carl, 3:27.47.

William Fife, the designer of Reg and Carl, watched the races from the Bonaventure. He said that the British Scotchman should be on a vessel of the name. He was asked if he had seen the yacht in the harbor of the country nearly three weeks ago and he replied, "No, but then I wouldn't mind looking for her." The wind at the time was from the north. At one time I had hoped that there might have been four of my boats in the race. But after studying the performance I think I have no doubt.

They gybed at the mark and had a "After the race he was more emphatic: broad reach to the finish. On this point about wanting more wind."

all met at the weather mark the British boats Colla, Reg and Jean were crowding the Lea and had made big gains. Down the wind Lea gained somewhat and she eventually finished the race a winner by 1 minute 15 seconds. Jean was second, 7 seconds ahead of Colla and Reg was next, 1 minute 1 second further astern. Clytie was 43 seconds astern of Reg, L'Esprit was 15 seconds astern of Clytie, Carry' was 1 seconds astern of L'Esprit and 2 seconds ahead of Grebe, the last boat to finish.

**British Fast On the Wind.**  
 Malvern showed that the British are

## The Bo-Lo

For Fall. Made in Scotch Grain, Black and Tan. Distinctively a Whitehouse & Hardy design. Last and Patterns exclusively our own design.

**BOTH SHOPS**

The race was started by the fast boats with sheets started and that if the yachtsmen should be favored with a fresh wind during the week they will be exceedingly dangerous.

The race committee, Colgate Hoyt, H. E. Boucher, Percy S. Weeks and H. M. Curtis, sent the racers off promptly and when the warning signal was made at

139 6'clock  
were in place and could be easily distinguished. The patrol fleet of destroyers and power boats impressed into the service did not have as difficult a task as on Saturday in keeping the course clear and the fleet was not so large and the owners of the yachts were more disposed to give the racing craft plenty of room. Among the yachts noticed were Le Roy Sargent's Anconia, Addison G. Hanan's Edithia, H. W. Hanan's Petrol, Horace Binney's Cynos, Mortimer L. Schiff's Dolphin, one of the attractive new yachts of this year; Commodore Herbert M. Sear's Constellation, Clif-

ford D. Mallory's Bonnie Dundee, R. C. McNeill's Mildred H. L. R. and B. Boardman's Snow Goose, C. Munson's Pioneer, C. A. Stone's Alert, F. D. Strachan's Dixie, Seth B. Milliken's Shilma, H. L. Maxwell's Gadfly, the Abielma Sasqua.

The Mahan, a destroyer in command of Commander Aubrey W. Fitch, kept the fleet away from the starting line to allow plenty of room for maneuvering and when the warning signal was made the yachts began maneuvering for position. The efforts of the American team seemed to be less than the Lea to get away unhindered, and the British are

Wins first and second in the  
**ITALIAN GRAND PRIX on Sept. 10th**  
497 miles at 86 miles per hour  
Proving its supremacy for the  
**THIRD TIME IN TWO MONTHS**  
Won first, second, third and fourth in the  
**ITALIAN LIGHT CAR GRAND PRIX on Sept. 3rd**  
373 miles at 83½ miles per hour  
Won First Place in the **FRENCH GRAND PRIX**  
July 14—499 miles at 73.3-10 miles per hour

parently tried the same tactics for Reg and Jean. Just before the starting signal at 1:40 o'clock the yachts were standing down the line on the starboard tack heading east, with Reg leading, followed by L'Esprit, Jean, Caryll, Colla III, Grebe, Lea and Clytyle and as the signal sounded all heeled sharply on the wind and Colla, Grebe and Lea took the port tack heading west. Several short tacks were made before they settled down to real work and Lea and Colla soon took the lead with Caryll next, while of the boats heading to the east Reg was leading Grebe, with Clytyle and Colla next.

no advantage to be gained on either track. Caryl held far to the east, footing fast but not pointing high and for a while his lead would be big. There were big differences between them at that point mark, but when they reached that point just 1 minute 30 seconds separated first and last. The times taken at that point were: Lea, 2:04.13; Reg, 2:04.51; L'Esprit, 2:05.05; Grebe, 2:05.19; Caryl, 2:05.30; Clytie, 2:05.39; Colla, 2:06.45; Jean, 2:09.32.

Rooms were cast to starboard and spinners casted, but grieved well forward, and on this leg Jean made the fastest time and passed Grebe and Colla, and then the other two boats. The first on Lea. The times taken as they gied at the second mark were: Lea, 2:23.09; Reg, 2:23.09; Colla, 2:23.40; Carvel, 2:23.40; Grebe, 2:24.02; 2:24.31; Grebe, 2:24.38; Colla, 2:24.36.

They reached to the end of the first round with the wind over their starboard quarters and sailed very fast.

There was no change in the order, but Caryl and Jean made slight gains on the leaders. The times taken as they hauled on the wind at the end of the race were:

L'Esprit, 2:38:13; Reg., 2:38:16; Cytile, 2:38:40; Jean, 2:38:45; Grebe, 2:38:47; Collia III, 2:39:04.

They had sailed six miles and there was just 1 minute 27 seconds between

**ADMIRAL FARE \$1.75 10 A.M.**  
Lva. Sheepshead Bay, Sun, 7:30 A. M.  
**Capt. CHARLIE.**

**SCHOPP'S HOTEL**  
Fishing station. Tel. Hottels and Bait.  
Princedale, N. Y. Tel. Hollands 1016.

**5.30 A.M.—Bass, Blackfish, Soakers**  
**WHITBY**  
Whitby Fishing Labor Day  
Bayside Dock

**ALERT**  
Iva. Wilson's Dock, Wreck Lead.  
Daily, 6:42 train; Sun, 5:23  
train.  
**M.E.N.**  
Daily except Mon. 5:30 A.M.; Sun,  
7 A. M., from Sheepshead Bay.  
To Bass and Blackfish, L. Harma.  
Tel. 1-10-10.

**M.J.R.IV**  
Daily, 6:17 to 11 A. M.  
Iva. Sheepshead Bay, Sun, 7:30  
to 10 A., Sunday.  
**Capt. H. ROY.**

**BROOKLYN GUN NEWS**  
Bayview Dock, Daily, 10 A. M.  
Aurora, 2:30 P. M.

REPT. 12 TO REPT. 16—STANDARD TIME

[illegible]

There are **Hill Trout** in Connecticut. Trout fishing in the neighborhood of Plainfield, Conn., with a friend for two days, we caught a lot of hill trout. We fished streams in Windham and New London counties and while the water was still cold, we caught a fair number of the fish. These were not large, but on one of the hillsides both of us caught a pair of them. That quite some fish were being caught at Pomfret and East Killbuck and that quite a lot of anglers are fishing for hill trout there. A. HIGGENBOTTOM.